

# INSTALLATION

## 2-1 Installing the VTS: Safety

**CAREFULLY READ THE FOLLOWING CAUTIONS AND NOTES BEFORE YOU START YOUR INSTALLATION:**

times by equipment that is rated to carry the amount of weight. Use of equipment that is not rated for the weight of the VTS could result in injury and/or death.

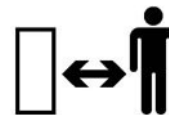


**CAUTION:**

1. Read the VTS installation procedure before starting installation. Failure to follow the installation instructions could cause equipment damage and/or void warranty. Failure to follow installation instructions could result in injury and/or death.
2. The installation of your VTS system includes the use of a forklift and/or mechanical hoist, read and understand the operation of this equipment before starting any VTS installation.
3. Always wear personal protective equipment any time work is performed on your VTS. This equipment should include safety glasses, ear protection, and appropriate work boots.



6. When the VTS is being moved, all personnel should stand clear of the VTS.



7. Follow your skid steers manufacturer's operation manual and observe all safety precautions.

**Your VTS Versatile Track System ® comes preset from the factory complete and ready to install on your skid steer.**

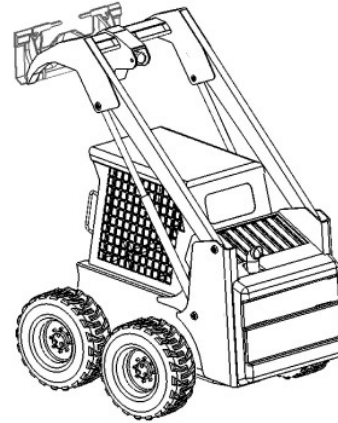


4. Visually inspect all equipment used in the installation of VTS.
5. The VTS is a heavy piece of equipment. Special precautions need to be taken to ensure the safety of all personnel. The VTS should be supported at all

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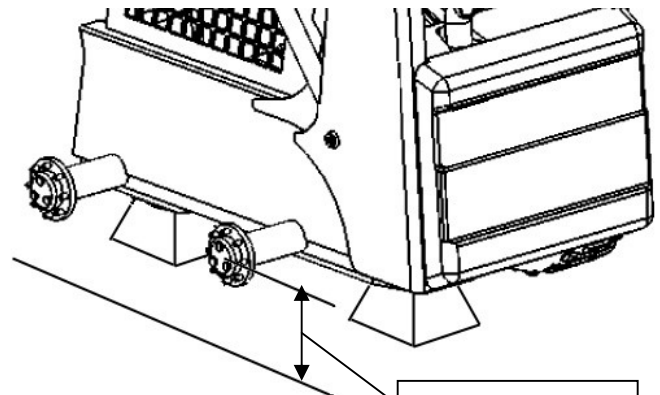
## 2-2 Installing the VTS: Preparation

1. Raise and block the boom according to the manufacturer's instructions, (**Fig. 1**) allowing safe access to the front of the machine. Turn off machine when not using it for the installation process.



**Fig. 1**

2. Following your skid steer manufacturer's instructions, raise the skid steer until the center of the drive axles are a minimum of 22" off the ground. Using jack stands or equivalent, securely block the skid steer (**Fig. 2**)
3. Remove tires following your skid steer manufacturer's instructions.



**Fig. 2**

**Note:**

If wheel spacers are required they must be installed at this time. Please contact Loegering Mfg. if you are unsure if your machine requires wheel spacers.

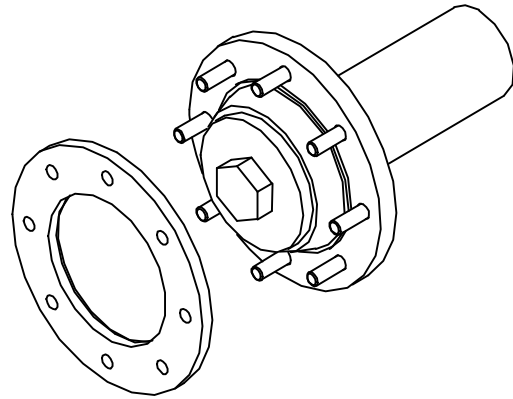
# INSTALLATION

## 2-3 Installing Wheel Spacers



### Safety Precautions:

1. Always wear appropriate eye, ear, hand, and foot protection while installing wheel spacers.
2. Ensure that the machine is secure on the jack stands before starting install of wheel spacers.

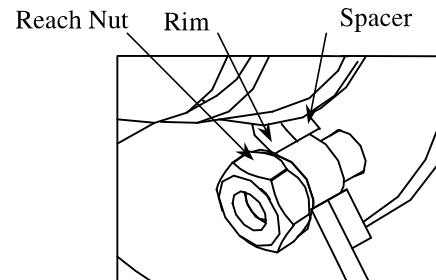


### Installing Spacers without studs

1. Remove wheels and thoroughly clean the hub flange surface of all foreign materials including dirt, grease, loose paint, etc. Failure to remove all foreign material will cause the spacers to become loose resulting in damage to the spacer and/or studs.
2. Inspect spacers for any excessive paint or foreign material prior to installation.
3. Install spacers. Spacer should fit easily on wheel hub - if there is any interference, contact Loegering Mfg. Inc. before reinstalling wheels.
4. Reinstall wheels and torque nuts to the manufacturer's recommended specification.

**Bobcat 963 and 970 machines:** Reach nuts are supplied with the spacers, use them in lieu of the nuts removed from the machine. Save the nuts removed from the machine so that the wheels may be reinstalled when the spacers are removed.

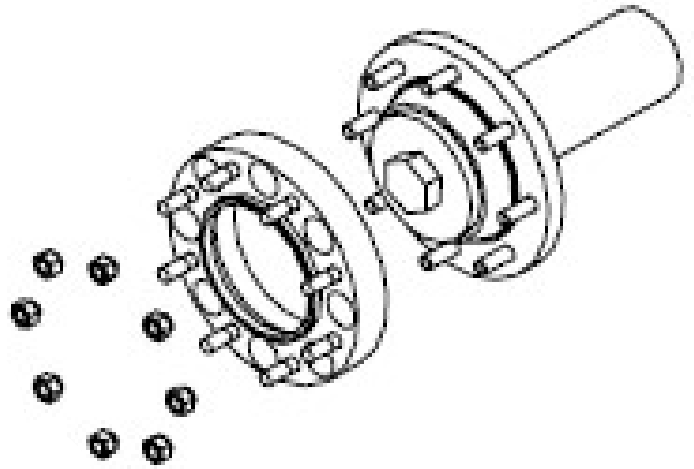
5. Failure to follow these instructions will void the warranty on the spacers.



Bobcat 963 and 970's

**2-3 Installing Wheel Spacers****Installing Spacers with studs**

1. Remove wheels and thoroughly clean the hub flange surface of all foreign materials including dirt, grease, loose paint, etc. Failure to remove all foreign material will cause the spacers to become loose, which will result in damage to the spacer, studs and/or VTS.
2. Inspect spacers for any excessive paint or foreign material prior to installation.
3. Install spacers. Spacer should fit easily on wheel hub - if there is any interference, contact Loegering Mfg. before tightening nuts.
4. Tighten nuts evenly to allow spacer ring to center itself on tapered nuts.
5. **Torque 1/2" nuts 95 ft-lbs. (128.8 N m), 9/16" nuts 130 ft-lbs. (176.26 N m), and 5/8" nuts 190 ft-lbs (257.6 N m).**
5. Reinstall wheels or VTS and torque nuts to the skid steer manufacturer's recommended specification for installing wheels, and 190 ft/lbs (258.40 N m) for the VTS.
6. Failure to follow these instructions will void the warranty on the spacers.



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## 2-4 Installing the VTS

1. Using a forklift or similar lifting device, lift the VTS at one of three places.
  - a. Below the track.
  - b. Below the tunnel, between the bogey wheels. (Preferred)
  - c. Below the top of track

**IMPORTANT:** Make sure the front of the skid steer's hubs and the front of the mating hubs on the VTS are clean. Excessive dirt, mud, gravel etc., will interfere with the installation.

2. Start by installing the VTS onto the front hub of the skid steer.
3. Align the front hub assembly. The front hub assembly will pivot forward approximately 3-4". Rotate the hub assembly forward and block it, turn the hub spindle until the spindle holes align with the studs on the skid steer hub.



**Caution:** While rotating the front hub ensure that hands and fingers remain clear of any pinch points.



4. You may have to take the block out and lower and / or raise the hub assembly slightly in order to line up the spindle holes with the studs on the skid steer.

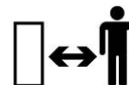
5. When the holes on the front spindle line up with the studs, slide the VTS onto the front hub.



**Caution:** Be sure that all personnel are clear of the area before moving the VTS onto the machine. Failure to do so could result in injury and/or death from being crushed in between the VTS and the machine.



6. Install as many wheel nuts as possible on the front hub assembly (3-4 typically) and tighten. **Note:** If your machine is equipped with flange type wheel nuts you must replace them with 90° tapered wheel nuts. Failure to use 90° tapered wheel nuts may cause injury, damage to the lug studs, and/or void warranty.
7. When using a fork lift, use the side shift capabilities to slide the VTS towards the rear of the skid steer until the rear sprocket lines up with the rear hub. Note: A hoist can also accomplish this step.
8. Have an operator start the skid steer and rotate the hub until the studs line up with the VTS. **Caution:** Stay clear of the VTS while the skid steer is in operation.



9. When the holes on the rear sprocket line up with the studs, slide the VTS onto the rear hub.

## 2-5 Installing the VTS



**Caution:** Be sure that all personnel are clear of the area before moving the VTS onto the machine. Failure to do so could result in injury and/or death from being crushed in between the VTS and the machine.

10. Install as many wheel nuts as possible, typically 3 or 4.
11. Have an operator start the skid steer and slowly rotate the hubs forward until all the wheel nuts can be installed.
12. Turn machine off in between rotations to install additional wheel nuts.

**Note:** Torque all wheel nuts to 190 ft/lbs (257.6 N m). Failure to properly torque wheel nuts can cause injury, damage to equipment and void the warranty.

13. Repeat the installation procedure for the other side.

14. Once both sides have been installed, follow the instructions in section 3 and check the tension on the track. Ensure that the tension is between 1" and 1.5" (2.54 to 3.81 cm).
15. Remove jack stands or blocks and lower the machine.
16. Check both sides for proper installation before using the machine.

**IMPORTANT**

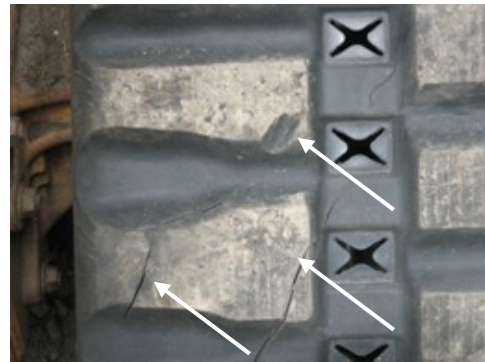
Before putting the skid steer with VTS into use, take the machine for a test drive, bring it back in and check the tension again. Also check the torque on the wheel nuts to ensure that all torques are correct.

**2-6 Inspecting your VTS before each use.****INSPECT YOUR VTS  
BEFORE EACH OPERATING  
SESSION**

1. Check the rubber track for signs of wear. Check for any cracks, cuts, missing pieces, or excessive wear. (Fig. 1 & 2)

**Fig. 1**

2. Ensure that all bolts are tight and that none are missing.
3. Check for any damage to the metal components of the undercarriage. Look for cracks, abnormal wear, or bent components.
4. Visually inspect all tension rollers, bogey wheels, and idlers for signs of damage or excessive amounts of wear. (Fig. 3)
5. Inspect the sprocket for missing teeth, cracks, or excessive wear.

**Fig. 2****Fig. 3**